design elements providing visual space, such as a visual perception of space, inside the lavatory in the area forward of an aft-most portion of the forward wall portion.

It will be apparent from the foregoing that while particular forms of the invention have been illustrated and described, various modifications can be made without departing from the spirit and scope of the invention. Accordingly, it is not intended that the invention be limited, except as by the appended claims.

The invention claimed is:

1. An aircraft lavatory for an aircraft, the aircraft lavatory comprising:

an aft partition; and

a forward partition, including

a forward-extending upper portion,

an aft-extending mid-portion, and

a forward-extending lower portion, wherein

the forward-extending upper portion, the aft-extending mid-portion, and the forward-extending lower portion combine to define a first aft-extending recess disposed between the forward-extending upper portion and the forward-extending lower portion, wherein the first aft-extending recess is configured to receive an aft-extending seat back of a forward-positioned passenger seat therein, and

the forward partition further defines at least one second aft-extending recess proximate to a lower end of the forward partition, the at least one second aft-extending recess being configured to receive at least a portion of an aft-extending seat support of the forward-positioned passenger seat therein,

wherein the forward partition is configured to accept loads from the aft-extending seat back;

wherein the aft partition and forward partition define a lavatory space disposed therebetween.

2. The aircraft lavatory of claim **1**, wherein the first aft-extending recess and the at least one second aft-extending recess permit the aft-extending seat support to be positioned further aft in a cabin area of the aircraft when compared with a position of said aft-extending seat support if said forward partition was instead substantially flat.

3. The aircraft lavatory of claim **1**, wherein the first aft-extending recess substantially conforms to a contour of an aft surface of the aft-extending seat back.

4. The aircraft lavatory of claim **1**, wherein the forward extending upper portion is adapted to protrude forwardly over a top of the aft-extending seat back.

5. The aircraft lavatory of claim **1**, wherein the aft-extending seat back is in an upright and not a reclined position.

6. The aircraft lavatory of claim **1**, wherein the first aft-extending recess extends along substantially a full width of the forward partition.

7. The aircraft lavatory of claim **1**, wherein the first aft-extending recess and the at least one second aft-extending recess permit the aft-extending seat support to be positioned in a manner that reduces a volume of unusable space in a cabin area of the aircraft by reducing or eliminating gaps that would otherwise exist between a substantially flat forward partition of the aircraft lavatory and the forward-positioned passenger seat.

8. A method for reducing a volume of unusable space in a cabin area of a passenger aircraft, comprising:

replacing at least a previously-installed forward partition of a pre-existing aircraft lavatory in the cabin area of the passenger aircraft with a contoured forward partition, wherein

an outward facing vertical surface of the previously-installed forward partition is substantially flat, and

the contoured forward partition comprises

at least one first recess configured to receive at least a portion of an upwardly and aftwardly inclined seat back of a passenger seat therein, and

at least one second recess configured to receive at least a portion of an aft-extending seat support of the passenger seat therein; and

installing the passenger seat in front of the contoured forward partition;

wherein, upon installation,

the at least one first recess receives at least a portion of the upwardly and aftwardly inclined seat back, and

the second recess receives at least a portion of the aft-extending seat support,

thereby reducing the volume of unusable space in the cabin area by reducing or eliminating gaps that existed between the previously-installed forward wall and the passenger seat.

9. The method of claim **8**, wherein the contoured forward partition is adapted to receive loads from the passenger seat.

10. The method of claim **8**, wherein the at least one first recess substantially conforms to a contour of an aft surface of the upwardly and aftwardly inclined seat back.

11. The method of claim **8**, wherein the contoured forward partition further comprises an upper projection that, upon installation, protrudes forward over a top of the upwardly and aftwardly inclined seat back.

12. The method of claim **11**, wherein the upper projection is configured to abut an upper surface of the cabin area.

13. The method of claim **11**, wherein the upper projection defines an interior storage space in the aircraft lavatory.

14. The method of claim **8**, wherein the upwardly and aftwardly inclined seat back is in an upright and not a reclined position.

15. The method of claim **8**, wherein the at least one first recess extends along substantially a full width of the contoured forward partition.

16. The method of claim **8**, wherein replacing the previously-installed forward partition with the contoured forward partition permits the aft-extending seat support to be positioned farther aft in the cabin area than was possible when the previously-installed forward partition was installed in the cabin area.

17. The method of claim **8**, wherein a combined weight of the contoured forward partition and passenger seat is reduced in comparison to a combined weight of the previously installed forward partition and the passenger seat.

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